

CORRESPONDENCE.

not hold ourselves responsible for the views expressed by our correspondents.

A DANGEROUS ROAD.

THE EDITOR OF THE "DAILY PRESS."

Bowen Road Filter Beds, 25th June.

Before closing the correspondence re-
sponding to your letter of the 24th ult.,
I would like to say a few words in re-
sponse to the further letter of "Paterfamilias"
of the 25th ult. The "Witness" appears
to-day's issue.
In regard to the former's assurance that
the road was intended, I most readily
believe him. I am, however, a little
suspicious of the one-sidedness of his
explanation and regrets. I notice
that he now shifts his ground from a
previous siding to one of enquiry re-
garding the road. Well, this is
from him, and he has asked that
before, he by this time might have got
an answer and have saved you much
trouble and himself the little anxiety of
it. His previous letter, however,
in some measure made me a
little eyes of all mothers and chil-
dren up-to-date Mazzepa in the
public at large.
The information of "Paterfamilias" the
regarding traffic on the roads of the
I think, be seen at any police
it is deemed necessary at any
to have to go there.
In regard to your correspondent
I can only think that he is
when he states that he "ran
the side of the road," presumably in
and out of my practice (aged) stood
fortunately he does not state which "side of
road. Most your readers conclude that
on the precipitous and hung on
apologetically speaking by "the skin of his
until the hot-blast of my "charger"
lost in the dim and distant vista of Bowen
"Filter Beds." How in the name of good-
ness "Paterfamilias" attitude is conclusive of
admitted to farious-riding, as his letter
see. The is, however, very
the "orching" practice, and
and add him to get under
servicing this gymnastic
sir, however, the whole thing
of the hour of a Gilbertian
my own at occupying so
I am, etc., J. ROSS.

We received other complaint with
regarding riding Bowen Road. The
complaint also refers the bicyclist using
to road adds: "until lately, a notice
and that no he or wheeled vehicles
were allowed on this road. This has been
now for days why, I don't know."
Write makes an ad on behalf of the
children why on Bowen Road
riding.

SAGES FORMOSA.

EDITOR OF "DAILY PRESS."

Formosa, 23rd June.

ould you kindly spare me a space in
the column draw the public's
to a thing which a great deal
of interest to them and telegrams
from foreign North Formosa are
partially correct, thus causing
gustion to the authorities, ending
at the disavowal of the correspon-
dence by rise to error and
deliberation. But of Tamsui, in
sps being so known, is a com-
p insignificant, and almost all
times in North Formosa are in Taipei.
I of this idiosyncrasy settlement
ated in the region of Tamsui,
up the river Tamsui.
Formosa different from
Formosa, also of the name of
indign half-a-century-old
is not to be deprecated,
connoisseurs telegrams, when
loss, etc.

POSTAL CLERK.

BAD BAKING.

THE EDITOR OF "DAILY PRESS."

Hongkong, 30th June.

It was at interest I read a
from "A of the Taxpayer."
said in yours, re the repairing
man's Road I am glad to see
a little though not much,
is no g lying in the road
man to shoes or feet on
compelled to do it. But how
happily is thing repaired. Nearly
it is finished than it was in its
late, full of sand, washed off here
here, lay travel bare. And on
sides of the gutters there
seen no sand the gravel, nor has
a crushed the steam roller can-
so on side of the street, a
roller for the purpose. As it
first head wash it all away, and
that state it will be worse than
the first. Y.

VERITAS.

BEST MOVEMENTS.

M. Minnam, with the next
mail on the 30th ult., at
for
N. N. Kuechi. Maru
Singapore for this port
25th ult. expected to arrive here
3rd in
N. G. Bagnio left Singapore
this port ult., and may be ex-
pected here the 5th inst.

THE TRAMWAYS BILL.

Under the heading of "To Whom it may
Concern" there is published in the *Gazette* a
notice, signed by Messrs Deacon and Hastings,
that "it is the intention of the Promoters of a
Company to be hereafter incorporated under the
name of The Hongkong Tramway Electric
Company, Limited, or some other similar name,
to apply to the Legislative Council of Hongkong
for a Bill entitled An Ordinance to Authorise
the Construction of a Tramway within the
Colony of Hongkong." The proposed Bill is
referred to. From the Bill it will be seen
that the tramway authorised is as follows:—
Section No. 1.—A Single line 2 furlongs 9.12
chains (or thereabouts) in length, commencing
at a point in Chater Street 50 feet (or there-
abouts) east of the intersection of the centre
lines of Chater Street and Smithfield, thence
passing into and, in a southerly direction, along
Smithfield to its junction with Belcher Street,
thence into and, in a westerly direction, along
Belcher Street to its junction with Cadogan
Street, thence into and, in a northerly direction,
along Cadogan Street to its junction with
Chater Street, and thence into and, in an easterly
direction, along Chater Street, terminating at
the point where this Section is authorised to
commence.

Section No. 2.—A Double line 4 miles 3
furlongs 4.5 chains (or thereabouts) in length,
commencing by junction with Section No. 1 at
the point where such Section is authorised to
terminate, thence passing, in an easterly, north-
easterly and southerly directions, along Chater
Street, Praya West, Des Vaux Road, and
Connaught Road to the junction of Connaught
Road with Morrison Street. From this point
Section No. 2 is authorised to divide, one line
passing in a southerly direction along Morrison
Street to its junction with Des Vaux Road
and thence into and, in an easterly direction,
along Des Vaux Road to its junction with
Clervery Street, and the other line passing in
an easterly direction along Connaught Road to
its junction with Clervery Street, and thence
into and, in a southerly direction, along Clervery
Street to its junction with Des Vaux Road.
From this point Section No. 2 is authorised to
pass, in an easterly, southerly and north-
easterly directions, along Des Vaux Road,
Queen's Road, Arsenal Street, Praya East,
Yee Wo Street, and Causeway Road, termi-
nating in that road at a point 50 feet (or there-
abouts) from the north-east corner of Island
Lot No. 1,149.

Section No. 3.—A Single line 5.5 chains (or
thereabouts) in length, commencing in Praya
East by junction with Section No. 2 at a point
50 feet (or thereabouts) west of the intersection
of the centre lines of Praya East and Tang Lok
Lane, thence passing into and, in a southerly
direction, along Tang Lok Lane and terminat-
ing in Morrison Hill Road at a point 50 feet
(or thereabouts) south of the intersection of the
centre lines of Morrison Hill Road and Sharp
Street.

Section No. 4.—A Single line 1 furlong 1.5
chains (or thereabouts) in length, commencing
in Praya East by junction with Section No. 2
at a point 50 feet (or thereabouts) west of the
intersection of the centre lines of Praya East
and Bowington Road, thence passing into and,
in a southerly direction, along Bowington
Road to its junction with Sharp Street, thence
into and, in a southerly direction, along Sharp
Street and terminating at the point where
Section No. 3 will terminate.

Section No. 5.—A Double line 3 furlongs 6
chains (or thereabouts) in length, commencing
in Morrison Hill Road by junction with
Sections Nos. 3 and 4 at the point where such
Sections will terminate, thence passing, in a
southerly direction, along Morrison Hill Road
and terminating in Wong-Nai-Chong Road at
a point 50 feet (or thereabouts) north of the
northernmost point of the building known as
the Grand Stand.

Section No. 6.—A Single line 2 miles 4
furlongs 3.8 chains (or thereabouts) in length
commencing in Causeway Road by junction
with Section No. 2 at the point where such
Section will terminate, thence passing, in an
easterly direction, along Quarry Bay Road and
terminating in Shau-ki-wan Road at a point
530 feet (or thereabouts) north-west from the
centre of the 5 Bridge.

Section No. 7.—A Single line (with passing
places) 1 mile 2 furlongs 4.5 chains (or there-
abouts) in length, commencing in Shau-ki-wan
Road by junction with Section No. 6 at the
point where such Section will terminate, thence
passing, in an easterly direction, along the new
road to Shau-ki-wan now being constructed in
place of a portion of the existing road to Shau-
ki-wan, thence, in an easterly direction, along
the existing Shau-ki-wan Road and terminating
in that road at a point 20 feet or thereabouts
east of the intersection of the centre lines of
Wo King Street and Shau-ki-wan Road.

Further paragraphs give the Company power
to convert single into double lines, and vice
versa; power to widen bridges, etc.; to make
additional crossings, etc.; to lay down sea-water
pipes; and to open and break up roads.

The gauge of the tramway is specified as not
less than 4 feet 6 inches in width.
As to "Motive Power" it is specified that
the cars used on the tramway shall be moved
by electric power conveyed by means of a bare
overhead wire and the rails of the tramway.
In the event of the Company being unable at
any time or times to move the cars by electric
power, the cars may temporarily be moved by
animal power.

Finally we quote from the sections relating
to "Fares and Charges."

48. The Company may demand and take for
every passenger travelling upon the tramway
or any portion thereof, including every expense
incidental to such conveyance, the fares follow-
ing, that is to say:—(i.) From or to the point
where Section No. 1 is authorised to commence
to or from the existing General Post Office in
Queen's Road Central, for any distance,
for a first class passenger 15 cents, for a second
class passenger 10 cents, and for a third
class passenger 5 cents. (ii.) From or to
the existing General Post Office in Queen's
Road Central to or from the point in Causeway
Road where Section No. 3 is authorised to
terminate, or to or from the point in Wong
Nai Chong Road where section No. 5 is author-
ised to terminate, for any distance, for a first
class passenger 15 cents, for a second class
passenger 10 cents, and for a third class pas-
senger 5 cents. (iii.) From or to the point in
Causeway Road where Section No. 6 is author-
ised to commence to or from the point in
Shau-ki-wan Road where Section No. 7 is
authorised to terminate, for any distance, for a
first class passenger 20 cents, for a second
class passenger 15 cents, and for a third class
passenger 10 cents.

49. The Company shall at all times after the
tramway shall have been opened for public
traffic run on the tramway at least two cars
each way every morning and evening in the
week at such hours not being later than seven

o'clock in the morning or earlier than half-past
five o'clock in the evening, respectively, and the
Company shall from time to time think most
convenient for artisans, mechanics and daily
labourers at fares not exceeding three cents per
journey: Provided that in case any complaint
shall be made to the Governor in Council of the
hours appointed by the Company for the
running of such cars the Governor in Council
shall have power by order to fix and regulate
the same.

50. A separate car shall be provided by the
Company for Chinese third class passengers.

51. No passenger may take on the tramway his
personal luggage other than small hand baskets,
bags or parcels, any one of which shall not
exceed sixteen pounds in weight, or one cubic
foot in measurement. All such personal luggage
shall be carried by hand and at the
responsibility of the passenger, and shall not
occupy any part of a seat, nor be of a form or
description to annoy or inconvenience other
passengers.

MORE FROM SUN YAT-SEN.

Sun Yat-sen, the Chinese reformer, talked
freely on his arrival at Yokohama. We have
already quoted some of his remarks. The follow-
ing is taken from the *Japan Gazette*.—Mr. Sun
Yat-sen expressed admiration for American
methods and told of the increased volume of
business in the Hawaiian Islands since their
annexation. He was not informed as to the
latest phases of the indemnity question, but
unanimously that no movement could be ripened
in China until after the withdrawal of the in-
ternational troops and the conclusion of the
session of the Peace Commissioners. He denied
all knowledge of one Mr. Honor Lee, an Ameri-
can student, who was stated to have visited
China in the interest of a reform movement,
such as Mr. Sun Yat-sen is credited with lead-
ing, and positively changed the subject when it
was brought up. He said that he had had no
intercourse with leading Americans in Honolulu
—he had not seen Governor Dole or Federal
Judge Bates—as, for obvious reasons, he wished
to keep his plans and himself as "secret" as
possible. "You see," he explained, "I did not
wish to make the Chinese Government uncom-
fortable unnecessarily."

The reformer expressed great admiration for
Count von Waldersee, whom he thought the
greatest general in the world. He said there
had been other great generals but none that
had controlled the troops of seven nations. He
admitted that this achievement was in conse-
quence of a friendly agreement among the
Powers, but was of the opinion that the suc-
cessful Waldersee regime would insure to the
enhancement of Germany's reputation in
China and abroad generally. He hoped to
meet the Field-Marshal before he left Japan.

As to politics in Japan, Mr. Sun Yat-sen had
heard that there had been some domestic troubles
of late, but thought they were only temporary.
From his own observations he doubted whether
Miyagi Ito would return to power. Count
Okuma in his opinion was the coming Premier.
He was a strong man. In the meantime, he
proposed visiting Tokyo and learning more
of the personnel of the present Cabinet.

Mr. Sun Yat-sen is an interesting talker.
He is quite Europeanised in dress and manner
of thought. He recalled his notable adventure
in London some five years ago, when he was
kidnapped by underlings of the Chin-seh Lega-
tion there, and the incident became of interna-
tional interest. It seems that he was walking
past the Legation in London when a number
of Chinese hooligans rushed out—it was broad
daylight—and "lashed" him, taking him pris-
oner and holding him in secret confinement. Sir
Halliday Macartney, now English adviser to
the Chinese Legation in London, for a while
altered this outrage by denying that Mr. Sun
Yat-sen was on the premises. The Chinese
officials evidently distrusted the fearless young
reformer and intended to either transport or
suppress him, but the publicity given by the
Press to their extraordinary step nipped their
bold scheme in the bud. After a fortnight's
confinement the arrival of a strong note from
Lord Salisbury effected his release, and doubt-
less helped to confirm his present respect for the
British Government. Since that adventure,
however, his movements have been governed by
greater circumspection.

Mr. Sun Yat-sen is not sure how long he
intends to remain in Japan. He is fond of this
country and has many warm friends here. He
will probably remain a month or perhaps two,
and will then seek his beloved China in the
interests of his reform movement.

JODINE TERCHLOIDE AND
PLAGUE.

The statements recently published by W. T. K.
Gajjar regarding his treatment of plague cases
with iodine terchloride at two "free stations,"
have attracted considerable attention. Mr.
Gajjar claims that his use of the germicide has
been attended with remarkable success, and has
quoted figures which, if they can be established,
will possess considerable importance. There is,
however, another side to the question which has
not hitherto received sufficient publicity. Iodine
terchloride has been also tried as a remedy at
several of the plague hospitals in Bombay; and
it cannot be said that the results at the hospitals,
materially support Mr. Gajjar's contentions
regarding its efficacy. We have collected the
hospital statistics relating to the treatment, so
far as they are available. During the first four
months of the present year the cases treated with
iodine terchloride at the hospitals were as fol-
lows:—

Hospital.	Cases treated.	Recovered.	Deaths.	Percentage recovered.
Arthur Road	62	22	40	35.48
Mahatma	5	0	5	0
St. George's	34	6	28	17.6
Mahim	7	0	7	0
Hindu Fever	151	41	110	27.15
Parsee Fever	2	0	2	0

It will be seen that the percentage of
recoveries was far smaller than that recorded by
Mr. Gajjar, who works out an average percent-
age of 88.9 recoveries in bubonic cases, and in
April appears to have reached the high total
of 74.07. When the hospital returns are more
closely analysed, it becomes evident that the
case for iodine terchloride is still further
weakened. Thus at the Hindu Fever Hospital
42 doubtful cases, which were diagnosed as
"plague without buboes" from the severity of
the symptoms, were also treated. Out of these
cases only 13 recovered, and it is considered
highly probable that the patients who got well
had not got plague at all. At the Arthur Road
Hospital the majority of the cases selected for
treatment were of ordinary severity, while the
rest were mild attacks. At the other hospitals
only bubonic cases were treated. The disparity
between Mr. Gajjar's results and those observed
at the hospitals makes it obvious that iodine ter-
chloride can be accepted as an efficient agent for
the treatment of plague. Mr. Gajjar's statis-
tics are very greatly weakened by his inclu-
sion of cases "without buboes" in his returns.
When we are asked to believe that with iodine
terchloride he has effected cures in 95.5 per-
cent. of over a thousand cases of plague without
buboes, it is permissible to enquire whether an

appreciable proportion of these cases can have
been plague at all. Mr. Gajjar himself provokes
a certain amount of incredulity in this respect,
because we gather from his letter that his cases
of "plague without buboes" include persons who
were treated simply because they came from
infected localities or had been in contact with
plague patients. These criticisms are made in
no spirit of hostility to the laudable object Mr.
Gajjar professes to have in view; but as he has
been himself an ardent critic of certain statistics
connected with plague, he cannot complain if
his own figures are subjected to rigid scrutiny.
At present they hardly command confidence.—
Times of India.

LATE TELEGRAMS.

NEWS VIA HANGKONG.

SIR D. BARBOUR'S REPORT.

London, 13th June.
Sir David Barbour, in his report, says the
Orange Colony may eventually pay the cost of
administration but it will be unable to con-
tribute to the cost of the war. The Transvaal
ought to be able to contribute in two years
after peace has been concluded.

He proposes the revision of taxation in the
direction of a decrease in the cost of the
necessaries of life and the retention by the
State of a larger share in future mining rights.
He suggests the defrayal of the cost of the war
by Colonial loans, guaranteed by the Imperial
Government.

THE METROPOLITAN OF INDIA.

London, 13th June.
Lord George Hamilton, replying to a ques-
tion in the House of Commons, said he was
unable to give any pledge regarding the con-
ferring on the Bishop of Calcutta of the style
and precedence of an Archbishop.

THE GARRISONS IN CHINA.

London, 14th June.
The permanent garrison at Pien-tsin will
consist of the Hongkong Regiment and the
6th Burma Battalion with Pampoons, and that
at Shan-hai-kwan of the 14th Sikhs and 4th
Goorkhas, while the Mounted Infantry will
replace the Cavalry.

It is stated at Washington that the United
States does not intend to protest against the
German garrison at Shanghai.

THE UNITED STATES AND CUBA.

London, 14th June.
The Committee of the Cuban Convention on
foreign relations has adopted the Platt amend-
ment concerning the maintenance of the
American control in Cuba unreservedly.

THE INDIAN P.W.D.

London, 14th June.
The Earl of Hardwicke in the House of
Lords said that further evidence of the Indian
Public Works Department was necessary before
Government could be asked to improve upon
them to take action to improve it.

TRANSPORTS FOR CHINA.

Calcutta, 14th June.
The Government dockyard authorities at
Kidderpore are working day and night in fitting
up several transports which have been engaged
to proceed to China to bring back the Indian
Contingent. The vessels are being overhauled
by Chinese carpenters who are carrying out the
work for the fittings for the horses and mules
of mounted troops. The *Uganda*, *Hinde* and
Rajah are at present being fitted up, and the
Siamita goes into dock to-day.

CHINESE MULES IN INDIA.

Arrangements are being made through the
Indian Marine authorities for the shipment to
India of mules, some three thousand in
number, despatched last year with the China
expeditionary force, General Gascade having
been able to meet his needs with animals
obtained locally. The Chinese mules so far
received in India are a very useful lot.

VICTORIA MEMORIAL IN CALCUTTA.

His Majesty the King has been pleased to offer
to the Viceroy a series of paintings for Victoria
Memorial Hall at Calcutta. These paintings
were executed by command of her late Majesty,
and illustrate important events in her life and
reign.

BRITISH AND OTHER TROOPS
IN NORTH CHINA.

In a letter published in one of the last copies
to land of the *Times*, that paper's special
correspondent, writing from Peking in April,
said:—The British expeditionary force, it must
be remembered, is no more; insignificant factor
in the military situation. It is, in fact, constitutes
not only the largest force numerically which
any Power has maintained in the field in China,
but actually the largest fighting force. We
have at the present moment in China 2,000
white troops and 15,800 native troops, with
altogether 335 British officers. In addition to
these we have 14,700 native followers. When
all allowances has been made for men and officers
detached on special duty, there remains a
British fighting force of over 14,000 rifles
and sabres ready at any moment to take
the field. The German contingent consists
of altogether about 800 officers and 20,000
non-commissioned officers and men; but
large is the proportion detached for
duty which the British camp are to
a great extent performed by our native
followers that its actual fighting strength falls
short of 14,000 men. From this point of view
it is nothing to justify the subordinate position
to which the British force finds itself relegated.
That from many other points of view it is dis-
tasteful to our interests experience has amply
shown, it can certainly not enhance the pre-
stige of the British flag in the eyes of our Indian
troops, and the impression produced upon the
Chinese is only less regrettable because a matter
of less importance.

One word in conclusion on another question,
which is also of considerable importance both
from a military and political point of view, viz.,
the employment of Indian troops. That they
did excellent service in the field during the
advance upon Peking is universally admitted.
They fought like everybody else during the
short period when booting was allowed by the
British authorities—a period unduly prolonged
in the case of certain other contingents; but,
with that exception, their discipline has been
admirable and their treatment of the defence-
less Chinese population not only humane, but
genuinely kind. They are themselves satis-
fied—and not without reason—that they could
give a good account of themselves if they were
ever called upon to meet some of their present
allies in the field. But the fact nevertheless
remains that our gallant Indian soldiers are bet-
ter fitted to stand face to face with Continental
troops than to run shoulders with them. Even
the German soldiers, in spite of the strictest
orders given by the Field-Marshal, have fre-
quently treated our Indian soldiers in a way in
which they would never have dared to treat
British soldiers; and such is the inherited
influence of racial prestige that Indian soldiers
hesitate to assert themselves as they properly
might and should do in the presence of white
soldiers. One of the most serious aspects of the
recent troubles in Pien-tsin was the deliberate
course of insult to which our Indian troops were
subjected by some of our Continental allies.
Taunted day after day with opprobrious cries of
"Coolie, coolie," the blood of our Indian soldiers,

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

SS. "BENALDER."
FROM LONDON AND STRAITS
CONSIGNEES OF Cargo are hereby in-
formed that all Goods are being loaded
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, whence and/or from the Wharves delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods
undelivered after the 5th prox., will be
subject to rent.
All claims against the Steamer must be pre-
sented to the Underwriter on or before the 12th
prox., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th prox., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th June, 1901. [1232]

FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILESTIA."
Captain Balin, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Underwriter and to
take immediate delivery of their Goods from
non-delivery.
Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and
expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd July will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd July, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 28th June, 1901. [1201]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PELEUS"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 29th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 4th July will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 5th July.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th June, 1901. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA."
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
goods are landed.
Optional goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.
Goods not cleared by the 3rd July, at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 27th June, 1901. [1]

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE.
Also FOOCHOW LACQUERED WARE.
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Hongkong, 1st May, 1901. [114]

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Hongkong, 30th May, 1901. [1283]

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The TRANSFER BOOKS of the Company will be CLOSED on the 22nd inst. to the 4th prox., both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 20th June, 1901. [1547]
THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the 31 months ending 30th June, 1901, will be PAID on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to the 8th July, both days inclusive.

MEYER & CO.,
General Managers.

Hongkong, 20th June, 1901. [1554]

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

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NOTICE IS HEREBY GIVEN that the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is Authorized by the CHINESE ENGINEERING AND MINING COMPANY, LIMITED (hereinafter called the "New Company"), to issue to the Holders of Shares in the CHINESE ENGINEERING AND MINING COMPANY (hereinafter called the "Old Company") provisional Certificates for the full paid up Shares of £1 each in the capital of the New Company to which the Shareholders in the Old Company are entitled under an agreement dated the 30th July, 1900.

Shareholders in the Old Company are entitled to receive 25 fully paid up Shares of £1 each in the New Company for every Share of 100 Tientsin Taels in the Old Company, and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during banking hours on, or as soon as possible after, the 3rd July next to enable the new Certificates to be made out.

The issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 Shares of £1 each, and Shareholders in the Old Company are requested to intimate on sending in their old Certificates the denominations required.

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each. The bearer of a Share Certificate in the Old Company will be regarded as the person entitled to the Share represented thereby.

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Hongkong, 21st June, 1901. [1556]

THE DANCE OF DEATH IN CHINA.

"A wind of blight
From the mysterious far North-West we came,
Our greatness now their ardent babes have
learned."

It was the day after Tung-Chong had been occupied by the Allies. I was riding along a sunken road between the city wall and some high ground on which houses were built. There was a sheer drop of considerable height between the walls of the houses and the stony road below. The shouts of Russians mingling with screams could be heard proceeding from the houses. At the base of the cliff two Chinese girls were lying. Their legs were bunched under them in a way that showed they had jumped from the height above. From their richly embroidered silken tunics and trousers, their elaborate coiffure, and their compressed feet they were evidently ladies. They were moaning piteously, and one of them appeared to be on the point of death. Their legs or hips had apparently been broken or dislocated by their jump. As I went towards them, the one who appeared least injured sprang from me with an expression of loathing and horror until I offered her a drink out of my water bottle. Her delicate, childish little hand trembled violently on mine as she drank eagerly from it. The other was almost too far gone to swallow. The hoarse cries of the soldiers, mingled occasionally with a sobbing scream, came from the houses above, telling what they had tried so desperately to escape from. They lay there helpless, evidently in excruciating pain, under a blazing sun that beat down on the deserted road. There was no one within reach to come to their assistance. And there was nothing for it but to leave them there as many under similar circumstances had had to be left during our previous march of several days. This scene was typical rather than singular. In a large number of Chinese houses, in the villages we passed through on our way up, at Tung-chow, and in Peking itself, it was no unusual sight to see an entire family lying dead side by side on the kang, where they had suffocated themselves, or to see them suspended from the rafters of their houses, where they had committed suicide by hanging.

In the houses of corpses which the river Pui carried downwards from Peking towards the sea were to be seen the bodies of many Chinese girls and women. One day I myself counted five. There is no question whatever that they had committed suicide. And close to Tung-chow girls were actually seen walking into the shallow water and deliberately holding their heads under the surface till they were drowned. Such a tale seems very terrible. But to anyone who had the opportunity of judging of the conduct of portions of the Allied troops, it was not in the least surprising. Under similar circumstances our sisters and wives would have done likewise.

The Russians and French carried off the palm for outrages on women during the original march, and subsequently the Germans similarly distinguished themselves. This was more particularly the case with small bodies of men who were detached from the main force. In a village on the way to Pootingfu, for instance, through which a body of Germans had just passed, three girls were taken by our troops out of a well, into which they had been thrown before the Germans left. They were still alive. This method of disposing of their victims was frequently adopted by the soldiers, as the safest way of hiding their misdeeds and escaping the consequences.

News travels fast in China, and in advance of our march the people seemed to be thoroughly aware of the fate that probably awaited them. Although nearly the whole population cleared off before our advance, there were many, especially women, who could not get away, and who were unable to travel with their tiny compressed feet except in carts or on the backs of their servants. And it was principally these who finally in the last extremity committed suicide. As the Chinese have agreed to erect a monument to Baron von Ketteler in Peking in commemorative apology for his murder, it appears to me that there is an opportunity for the Allies to erect one also. It might be of pure white jade, which the Chinese women love, which in its translucent depths seems to hold the bright Eastern sunlight with the detaining finger of a caress, and might bear an inscription saying that it was erected in honour of the memory of the women and girls of the provinces of Peking and Jehol who had sacrificed their lives to save their honour.

All the way from the sea to Peking, and for miles around Peking itself the whole country was deserted by the inhabitants. A wave of fear and horror preceded the advent of the Allies to such an extent that hundreds of miles of what was the most thickly populated part of China was absolutely deserted. After the relief of the Legations, the people who ventured timorously to return were inspired with fresh fear owing to the conduct of the Germans, who made up for being late for the original expedition by availing themselves of every possible opportunity of starting punitive expeditions on any possible pretence. Coming at the time of the autumn harvest, the actual loss of money to the inhabitants has been enormous.

From August to November a great tract of country was left deserted by the inhabitants, who should have been employed in gathering in the harvest. When I came down from Peking in November there was no sign whatever of life across the plains on either side as far as the eye could reach. Thousand of acres of millet lay prone on the ground, and their carefully-tended vegetable gardens were covered with black lines, showing where the produce had rotted. When the Germans arrived, in September, I heard one of their officers saying to Major Scott, who was in charge of the river station at Tung-chow, pointing to the fields of millet which surrounded the camp, "Why don't you burn down all these crops?" Major Scott replied that besides not wanting to make life harder for these unfortunate farmers, they wanted the fodder for their own cattle. But, as a matter of fact, the destruction effected by the absence of the people was just as great as if the wish that General Gossard had been carried out.

In all the discussions of the question of the amount of the indemnity we never heard anything of the amount of counterclaim which the Chinese might rightfully make against us. The greater part of this destruction was absolutely contrary to every rule of civilised warfare. In a district of about the extent of from London to Oxford, the inhabitants have lost the entire produce of the harvest, all the villages and towns on either side of the river have been burned, so that on a march up our path at night was literally torch-lit with burning villages.

As was natural to expect, and as we have subsequently learned, many of the inhabitants have been forced by the absolute necessities of subsistence to band themselves together in companies of brigands, whose depredations afforded a fresh excuse to the Germans for continuing hostile operations. The losses inflicted on the country in this way are entirely outside the irreparable losses which were inflicted by the destruction and despoiling of temples and innumerable works of art which it

will be impossible to replace. As regards these last outrages, there was no officer in command of any section of the Allies who personally exerted himself to a greater degree for the preservation, or at least to prevent the destruction, of the art heirlooms of the country than did General Sir Alfred Gaselee.

Some curious things happened in his efforts in this direction. On the Pootingfu expedition, for instance, when the troops were to pass in the neighbourhood of the Imperial Tomb, a few British soldiers were sent on in advance, and quietly informed the custodians that the Germans were coming. Ready acting on the information, they removed all the jewels and easily portable valuables from the tombs, and they were kept concealed in a village on the other side of the hill under the guard of a few Bengal Lancers until the Germans had passed. In recognition of this friendly message, the Chinese wanted to make a present of some magnificent string of pearls to Capt. Maxwell, a nephew of Lord Roberts.

In civilised warfare there is generally some little respect shown for the priests and places of worship of the conquered people, but here there was none whatever. Houses were stabled in the temples, and the art heirlooms of thousands of years of the nation's life to be found therein were frequently mutilated and destroyed when they were not stolen. In the street where I lived in Peking, for a whole week were to be seen, day by day, carts passing backwards and forwards laden with books which were being brought to be consumed in a huge fire kept burning in a yard outside the palace wall. Thousands of books were thus treated, so that the whole street was littered with their fluttering leaves to such an extent that I could not get my little Chinese pony to pass there without getting off and leading him, for he shied continually at the fluttering papers. Day after day this literary holocaust continued. When the wind was in the direction of my house, a fine black snow kept perpetually falling, and covered the roofs and court-yards with these ashes of dead thoughts. Hundreds of the books were written in the quaint characters which showed that they belonged to, and were written by, Lama priests; many of them had probably found their way there from the black stupas of far Tibet.

They were printed with those wooden blocks by which these barbarians practised the art of printing for centuries before the time of Caxton. Many of them also were in manuscript, which must have meant years of labour, and hand-painted pictures illustrating some were occasionally to be found. They were all alike consigned to the same funeral pyre, and thousands of volumes of unexcused, but perhaps considerable, value were thus lost to the world for ever. As the bleak, cold winds from the plains swept down the deserted street at night and moaned dolorously through the ruined houses, rattling doors, and flapping paper windows, it lifted these torn book-leaves, and whirled them round in a fantastic dance of death, until one could almost imagine one heard the lamentation of the ghosts of their long dead authors—priests, hermits, and scholars—mourning over the ashes of their life-work.

The whole of this campaign is the reverse of flattering to our Western civilisation. Many of the details of the conduct of the Russian, French, and German soldiers do not bear publication. But what it broadly amounts to is the treatment of a venerable civilisation absolutely foreign to our own as if its members belonged to a low class of pestiferous beasts whose most desirable fate would be extermination.—George Lynch in the Westminster Gazette.

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NEW YORK	L. SCHEFF	Amr. ship	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst., at Noon.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst., at Noon.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	—	F. McNair	DOUGALL & CO., LIMITED	On 15th inst., at Noon.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	INDUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	KAIOW	Jap. str.	—	G. A. Rodway	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
PORTLAND (OR)	INDRAPURA	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	CITY OF PERING	Amr. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
AUSTRALIAN PORTS	ISAN	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
KOBE & YOKOHAMA	TSUKUBI MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
KOBE & YOKOHAMA	KANUGA MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
KOBE & YOKOHAMA	KWEIYANG	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI	LOONGMOON	Ger. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANNAN	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI	WONKUN	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI	HAIH-HO	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI, PORT ARTHUR & CHEFOO, &c.	SIAM	Ger. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI, PORT ARTHUR & CHEFOO, &c.	MAIDZURU MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI, PORT ARTHUR & CHEFOO, &c.	ANPING MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI, PORT ARTHUR & CHEFOO, &c.	DAIJIN MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI, PORT ARTHUR & CHEFOO, &c.	TAIWAN	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SHANGHAI, PORT ARTHUR & CHEFOO, &c.	CATHERINE APCAR	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KAGOSHIMA MARU	Jap. str.	—	Williamson	JARDINE, MATHESON & CO.	On 15th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	—	—	—	—	—	—

SHIPPING.

ARRIVALS.
 June 28, GLENAGARY, British steamer, 1,225. Stevenson, Amoy 27th June, General. —
 June 29, LOONGMOON, German str., 1,245. Schmidt, Canton 28th June, General. —
 June 29, JACOB DIEDERICHSEN, German str., 625. A. Rieck, Haiphong 28th June and Hoihow 28th, Rice and General. JENSEN & Co.
 June 29, DAGU MARU, Japanese str., 817. K. Solajima, Tamsui 24th June, General. —
 June 29, WONGKOT, German str., 1,115. W. Bartling, Bangkok 24th June, General. —
 June 29, KWEILIN, British steamer, 2,410. D. MacKenzie, Newchwang 22nd June, General. —
 June 29, ELISA, German str., 1,702. Schorvaudt, Hongkong 27th June, Coal. —
 June 29, GERMANIA, German str., 1,713. A. Baudisch, Bangkok 23rd June, Rice. —
 June 29, SYDNEY, French str., 2,076. Aubert, Yokohama 29th June, Mails and General. —
 June 29, RAJAH, British transport, 3,634. L. Leftwich, Calcutta 17th June. —
 June 29, SUITAN VAN LANGKAT, Dutch str., 1,510. Zwaard, Palo Sambo 22nd June. Bulk Oil. —
 June 29, KIKIANG, British str., 1,210. Hopkins, Canton 29th June, General. —
 June 29, ANPING MARU, Japanese str., 1,053. Atsumi, Foochow and Swatow 25th June, General. —
 June 30, APENRADE, German str., 661. Lorenzen, Haiphong and Hoihow 29th June, General. —
 June 30, VIREBE, French gunboat, 465. Villeneuve, Saigon 27th June. —
 June 30, ELSE, German trst, 903. J. Petersen, Taku via Pakhoi 30th May. —
 June 30, REILLY, American str., 90. J. Patterson, from Shanghai. —
 June 30, CASUS, German str., 1,634. Gerlach, Moji 22nd June. Coals. —
 June 30, DECCALION, British str., 1,176. G. Keay, Singapore 25th June, General. —
 June 30, HSIEH HO, British str., 1,822. A. A. Crawford, Wuhu and Chinkiang 25th June, General. —
 June 30, KWONGSANG, British str., 959. Arthur, Canton 29th June, General. —
 June 30, MANUEL LAGUNA, Amr. ship, 1,650. Nichols, New York 3rd March. Oil. —
 June 30, THALIS, British str., for Swatow.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 29th JUNE.
 P. C. Kiao, British str., for Swatow.
 Kikiang, British str., for Shanghai.
 Kweilun, British str., for Canton.
 Thal, British str., for Swatow.
 Telamaku, British str., for Saigon.
 Ohi, British str., for Kutchinotzu.
 Sileia, German str., for Yokohama.
 Thile, German str., for Swatow.
 Hansa, German str., for Saigon.
 Maiduru Mare, Japanese str., for Swatow.
 Daiji Mare, Japanese str., for Swatow.
 Suljan Van Langkat, Dutch str., for Amoy Bay.
 30th JUNE.
 June 29, WHAMPOA, British str., for Shanghai.
 June 29, CHINKIANG, British str., for Manila.
 June 29, FLINTSHIRE, British str., for Shanghai.
 June 29, JAPAN, British str., for London.
 June 29, MALACCA, British str., for Shanghai.
 June 29, GLENAGARY, British str., for London.
 June 29, KACHIDATE MARU, Japanese str., for Kutchinotzu.
 June 29, ARISTEA, Austrian str., for Moji.
 June 29, NURNBERG, German str., for Hamburg.
 June 30, MAIDZURU MARU, Japanese str., for Swatow.
 June 30, P. C. Kiao, British str., for Bangkok.
 June 30, KWEILIN, British str., for Canton.
 June 30, KIKIANG, British str., for Shanghai.
 June 30, THALIS, British str., for Swatow.

VESSELS IN DOCK.

28th JUNE.
 ABERDEEN DOCKS.—Marchal de Villars.
 KOWLOON DOCKS.—Juno, Union, Tria, Hai-lan, St. Ench, Suisse, Australian, Aveluna, Kobichang.
 COSMOPOLITAN DOCK.—Colonies, Manchen, Simongon.

SHIPPING REPORTS.

The British steamer *Glenagary*, from Amoy 27th June, had moderate S.W. winds and sea and dull, overcast weather.
 The British steamer *Hai Hsueh*, from Wuhu and Chinkiang 25th June, had fresh S.E. winds and showery weather to Hieshian. From there to Nanki strong S.W. wind and heavy sea. From Nanki to port moderate S.S.W. wind and fine weather. Spoke *Anping*, off Cape of Good Hope, from Hongkong for Shanghai, one day out.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DUBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 p.m., the Company's Steamship "SYDNEY," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES and ports of call, WITHOUT TRANSITMENT.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th June, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
 "LOONGMOON,"
 Captain Schmidt, will be despatched for the above port TO-LAY, the 1st July, at 3 p.m. This steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO., Agents.

Hongkong, 27th June, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
 Proposed sailings from HONGKONG.
 "LOWTHER CASTLE" About 2nd July.
 "HUSON" "1st Aug.
 "HEATHBURN" "1st Aug.
 "JUPITER" "1st Aug.
 "SATSUMA" "1st Aug.
 Calling at MANILA.
 For Freight and further information, apply to
 DODWELL & CO., LD., Agents.

Hongkong, 24th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
 "ANPING MARU,"
 Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 3rd July, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th June, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "CATHERINE APCAR,"
 Captain J. G. Olliff, will be despatched for the above ports on WEDNESDAY, the 3rd July, at 3 p.m.
 For Freight or Passage, apply to
 DAVID SASSON, SONS & CO., Agents.

Hongkong, 27th June, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 5th July, at DAYLIGHT.
INDUMI MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE, and YOKOHAMA.	MONDAY, 8th July, at 4 P.M.
WAKARA MARU	AMERICA, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 12th July, at DAYLIGHT.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at NOON.
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 19th July, at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at NOON.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at NOON.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, & TOWNSVILLE and BRISBANE.	FRIDAY, 26th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 1st July, 1901.

A. S. MIHARA, Manager.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI.

SHANGHAI { BENGAL, &c. } About 5th July } Freight or Passage.
 LONDON, &c. { CHUSAN } Noon, 6th July } See Special Advertisement.
 C. L. Daniel

For Further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 15th June, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TEENEE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th July } Freight.
WUERZBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 26th July } Freight.
ACILIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 9th Aug. } Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

Hongkong, 13th June, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNair	July 8th
OLYMPIA	2,837	J. Traubridge	July 16th
GLENAGLE	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, &c.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, &c.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, &c.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DSEA and St. Michael.

Rates of Passage to other Points on application.

A Special rate allowed to members of Governmental Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
 General Agents.

Hongkong, 8th June, 1901.

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IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT SOUTHERN PORTS TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
KIAUSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 3rd October.
KIAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 17th October.
SACHSEN	WEDNESDAY, 31st October.
KIAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 14th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd Jan., 1902.
PREUSSEN	WEDNESDAY, 5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 19th Feb., 1902.
SACHSEN	WEDNESDAY, 5th Mar., 1902.

ON THURSDAY, the 11th day of July, 1901, at Noon, the Steamship "KIAUSCHOU" of the HAMBURG-AMERIKA LINIE, Captain P. Lunschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 9th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th July.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.

Hongkong, 23th June, 1901.

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CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).
 "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.
 "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.
 "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALMIST

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"PATROCLUS"	On 10th July.
GLASGOW and LIVERPOOL...	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL...	"TANTALUS"	On 28th July.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 7th August.

HOMWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 11th July.
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"PELEUS"	On 6th Aug.
LIVERPOOL Direct	"GLAUCUS"	On 15th July.

(Taking Cargo at London Rates)

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 29th June, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA, KOBE and MOI...	"TSINAN"	On 2nd July.
BRISBANE, SYDNEY and MEL...	"TAIYUAN"	On 6th July.
SHANGHAI	"WOOSUNG"	On 6th July.
TIENTSIN	"KWEIYANG"	On 10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY...		
ISLAND, COOKTOWN, TOWN...		
SVILLE, BRISBANE, SYDNEY...		
and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th June, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.FOR SHANGHAI, NAGASAKI, KOBE,
AND YOKOHAMA.

THE Company's Steamship

"ANNAM"

Captain Sellier, will be despatched for the
above ports on or about WEDNESDAY, the
3rd July, instead of as previously notified.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 1st July, 1901.

THE EAST ASIATIC COMPANY,
LIMITED.

NOTICE TO SHIPPERS.

FOR SHANGHAI, PORT ARTHUR
AND VLADIVOSTOK.

THE Company's Steamship

"SIAM"

Captain Glahn, will be despatched for the
above ports on or about WEDNESDAY, the
3rd July, instead of as previously notified.For Freight or Passage, apply to
MELCHERS
Agents.

Hongkong, 27th June, 1901.

FOR SHANGHAI, PORT ARTHUR,
CHEFOO AND NEWCHANG.

THE Steamship

"HSIEH-HO"

Captain Crawford, will be despatched for the
above ports on SATURDAY, the 6th July,
at 3 p.m.For Freight, apply to
SIEMSEN & CO.,
Agents.

Hongkong, 29th June, 1901.

TO IMPORTERS FROM THE UNITED
STATES.THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.Established a REGULAR SERVICE
between SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA, and the
ILLINOIS, in conjunction
with the

NORTHERN RAILWAY LINES

United States, are prepared to con-
vey the conveyance of Goods from
Pacific Coast and Interior
States of U.S.A. to the Orient.

Steamship

"KINTUCK"

Sails from Seattle about the 10th of July.

"CHINGWO"

Sails from Seattle about the 24th of July.

"HYSON"

Sails from Seattle about the 10th of August.

Sails from Seattle about the 24th of August;
and will be followed by the Company's regular
sailings.For further particulars, apply to
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, NEW YORK;To the Agents of the Company at Japan,
China, Hongkong, Philippines and Straits;
FRANK WATERHOUSE & CO., General
Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.JARDINE, MATHESON & CO.,
Agents.

Hongkong, 29th June, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CAPE TOWN. Sailings from
CAPE TOWN for CAPE PORT every fortnight.For Freight and further particulars,
apply toDODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN
FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for
Japan, the United States and Europe.Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND CITIES in the United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are confined and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 3rd June, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.

P. L. Y. M. O. U. T. L. AND L. O. N. D. O. N.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"CHUSAN"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this for Bombay,
on SATURDAY, the 6th July, at Noon,
taking passengers and cargo for the above
ports.Silk and Valuable, all cargo for France, and
Tea for London (arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further particulars, apply to
H. A. EITCHIE,
Superintendent.

Hongkong, 24th June, 1901.

PORTLAND AND ASIATIC STEAM
SHIP COMPANY.Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR.), calling at SHANGHAI, NAGASAKI,
MOIJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA"

will be despatched for Portland (Or.) on or about
the 6th July, 1901.Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

Hongkong, 22nd June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK"

Captain J. Rafferty, will be despatched for
the above ports on the 11th July.For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th June, 1901.

GEO. ECKLEY,
ACTING AGENT.

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THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLECalling also at TACOMA and carrying Cargo
on through Bills of Lading to New York
and other points of the United States
in conjunction with the
GREAT NORTHERN RAILWAY CO.'S
LINE.

THE Steamship

"KAISOW"

3,927 Tons, Commander G. A. Rodway, is due
here on 6th July, and will have quick despatch.
Consular Invoices must accompany all over-
land shipments.For Rates of Freight and further Particu-
lars, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 27th June, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

Captain Williamson, will be despatched for the
above port on or about 1st August, 1901.For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 13th June, 1901.

FOR NEW YORK.

THE 3 A II American ship

"E. SCHEPP"

will load for the above port, and will have quick
despatch.For Freight, apply to
CARLOWITZ & CO.

Hongkong, 3rd June, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour.C. APGAR, British str., J. G. Olifant.—David
Sassoon, Sons & Co.COMPANIA DE FILIPINA, Amr. str., D. Miguel
Orta.—Brando & Co.

SEA WITCH, American ship, Howes.—Master

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOW-
LOON AND ADJACENT TERRI-
TORIES showing the Boundary under the
New Convention, with the Towns, Villages,
&c. Prepared from Authoritative Sources and
Printed in Colours. Price Six
To be had at Messrs. KELLY & WALSH, LD.,
Daily Press Office.

Hongkong, 28th October, 1898.

HONGKONG.

STEAMERS.

America Maru, Jap. str., 6,397, Going, June 27.
Toro Kisen Kaisha

Anping Maru, Jap. str., 1,058, Atsami, June 29.
Mitsui Bussan Kaisha

Apenrade, German str., 611, Lorenzen, June 30.
Jensen & Co

Australian, British str., 3,900, Helms, June 19.
Gibb, Livingston & Co

Benador, British str., 1,958, McIntosh, June 27.
Gibb, Livingston & Co

Barnside, Amr. str., 1,400, Laffin, April 14.
U.S. Government

Cassius, German str., 1,634, Gerlach, June 30.
Lauts, Wegener & Co

Catherine Apcar, British str., 1,730, Olifant,
June 26, David Sassoon, Sons & Co

Chowlat, German str., 1,115, Muller, June 26.
Butterfield & Swire

Devonshire, British str., 2,364, Coull, June 17.
Standard Oil Co

Douglas, British str., 4,176, Keay, June 30.
Butterfield & Swire

Elsa, German str., 1,702, Schonwandt, June 26.
Jensen & Co

Feiching, British str., 933, Gordon, June 28.
Chinese

Germania, Ger. str., 1,713, Bendixen, June 29.
Jensen & Co

Hailan, French steamer, 377, Marles, June 9.
A. H. Marty

Hansa, German str., 1,200, Lorenzen, June 27.
Sander, Wieler & Co

Hsieh Ho, British str., 1,932, Crawford, June 30.
Siemssen & Co

Humat, British str., 1,158, Thorgier, June 18.
Butterfield & Swire

Jacob Dierichsen, Ger. str., 623, Rieko, June 29.
Jensen & Co

Kashib, British str., 1,153, Sanderson, June 16.
Butterfield & Swire

Kesowrat, German str., 1,115, Riegen, June 25.
Melchers & Co

Koischang, German str., 1,291, Leuss, June 18.
Butterfield & Swire

Kwongzang, British str., 989, Arthur, June 25.
Jardine, Matheson & Co

Lokang, British steamer, 979, Leask, June 28.
Jardine, Matheson & Co

Loonquoon, Ger. str., 1,245, Schuldt, June 24.
Siemssen & Co

Loyal, German str., 1,237, Wiedlich, June 28.
Sander, Wieler & Co

Mara Kolb, German str., 2,765, Kneft, June 27.
B. M. Kaisha

Mausen, British str., 1,443, Welsh, June 21.
Jardine, Matheson & Co

Muenchen, German str., 4,691, Krebs, May 25.
Melchers & Co

Nanshan, British str., 1,289, Jones, June 27.
Bradley & Co

Oak Branch, British str., 2,061, Schell, June 12.
Dodwell & Co, Limited

Obi, British str., 1,951, Pinkham, June 28.
Mitsui Bussan Kaisha

Queen Adelaide, Brit. str., 1,835, McNair, June 21.
Dodwell & Co, Limited

Silesia, German str., 3,138, Balle, June 26.
Hamburg-America Line

Simoon, Dutch str., 1,818, Sandman, April 18.
Chinese

Sultan van Langkat, Dutch str., 1,510, Zward,
June 29, Meyer & Co

Sydney, French str., 2,076, Aubert, June 29.
Messageries Maritimes

Taipei, German steamer, 828, Calender, June 26.
Meyer & Co

Telemachus, Brit. str., 1,379, Williamson, June 25.
Chinese

Trym, Norwegian str., 710, Dale, June 10.
A. R. Marty

Tsinn, British str., 1,400, Anderson, June 25.
Butterfield & Swire

Wongat, German str., 1,108, Hartling, June 29.
Melchers & Co

SAILING VESSELS.

Celest, British ship, 1,764, Jeffry, May 29.
Order

Holliswood, Amr. bark, 1,084, Knight, June 14.
Order

Manuel Linguo, Amr. ship, 1,650, Nichols,
June 30, Standard Oil Co

M. de Villars, French bark, 1,171, Rionai, May 31.
E. A. Trading Co, Limited

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.
Master

Susser, British bark, 1,212, Guthrie, May 17.
Master

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Acherity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. C. G. F. M. Craddock, at
Taku

Algeria, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. E. D. Hunt, at Shanghai

Arctura, cruiser, 4,300 tons, 10 guns, 5,000
h.p., Captain J. Startin, Woosung

Argonaut, battleship, 11,000 tons, 16 guns,
Capt. G. H. Cherry, R.N., at Chinkiang

Astraea, cruiser, 4,300 tons, 10 guns, 9,000 h.p.,
Captain C. J. Baker, at Shanghai

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,
Capt. E. H. Bayly, C.B., at Woosung

Barclay, battleship, 10,500 tons, 14 guns, 13,000
h.p., Capt. G. J. S. Warrander, at Weihaiwei

Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,411 h.p., Capt. F. H. Henderson, C.M.G.,
at Woosung

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. M. Leake, at Wuhu

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B.
R. S. Wrey, Bart., at Hankow

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. E. A. Baird, at Weihaiwei

Centurion, battleship, 10,500 tons, 14 guns, 13,000
h.p., Capt. J. R. Jellicoe, C.B., at Taku

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. Wm. C. Pakenham, at Hongkong

Dido, cruiser, 2nd class, 5,600 tons, 11 guns,
4,600 h.p., Capt. P. F. Tillard, at Hongkong

Endymion, cruiser, 7,350 tons, 12 guns, 10,000
h.p., Captain A. W. Paget, C.M.G., at
Weihaiwei

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-
Comdr. W. F. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., in reserve at Hongkong

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.,
Lieut.-Comdr. C. P. Batty Pownall, at
Canton

Gloria, battleship, 12,550 tons, Captain Frederick
S. Ingfield, at Yokohama

Goliath, battleship, 12,950 tons, 16 guns, 13,500
h.p., Capt. Louis E. Wintz, at Hankow

Handy, torpedo-boat destroyer, 250 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. G. C. Hardy, at
Shanghai

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve at Hongkong

Hermione, cruiser, 4,300 tons, 10 guns, 9,000
h.p., Capt. R. S. D. Cumming, at Hongkong

Humber, storeship, 1,640 tons, Comdr. H. J.
Davison, at Shanghai

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600
h.p., Capt. Charles Windham, at Shanghai

Janus, torpedo-boat destroyer, in reserve, at
Hongkong

Kinsha, river gunboat, Lieut.-Comdr. G. B.
Powell, on Yangtze

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p.,
Lieut. John C. Watson, at Amoy

Ocean, battleship, Hon. A. G. Curzon Hows, at
Weihaiwei

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,
Capt. J. H. T. Burke, C.B., at Woosung

Otter, torpedo-boat destroyer, Lieut.-Comdr. G.
P. Alpers, at Weihaiwei

Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, at Tientsin

Pique, cruiser, 3,300 tons, 8 guns, 7,000 h.p.,
Capt. H. C. Reynolds, at Weihaiwei

Plover, gunboat, 455 tons, 6 guns, 1,200 h.p.,
Lieut.-Comdr. Cowper, at Kinkiang

Redpole, gunboat, 855 tons, 6 guns, 720 h.p.,
Lieut.-Comdr. Chas. F. Corbett, Kinkiang

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. Godfrey G. Webster, West
River

Roscoe, sloop, 980 tons, 6 guns, 1,400 h.p.,
Comdr. A. W. Hamilton, at Singapore

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. Carr, on West River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. B. W. Dalry, at Shanghai

Swift, gun-vessel, 750 tons, 6 guns, 870 h.p., in
reserve, at Hongkong

Taku, torpedo-boat destroyer, 250 tons, in re-
serve, at Hongkong

Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford,
at Yokohama

Tamar, receiving ship, 450 tons, 6 guns, Com-
mander Francis Powell, C.B., at Hongkong

Terrible, 1st class cruiser, 14,200 tons, 30 guns,
Capt. Percy M. Scott, C.B., at Weihaiwei

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in
reserve, at Hongkong

Waterwitch, surveying ship, 620 tons, 450 h.p.,
Lieut.-Comdr. W. O. Lyne, at Labuan

Wivern, coast defence ship, armoured, 2,750 tons,
1 gun, 1,000 h.p., at Hongkong

Whiting, torpedo-boat destroyer, 360 tons, 6 guns,
5,900 h.p., Lieut. and Comdr. Mackenzie,
at Weihaiwei

Woodcock, gunboat, 150 tons,

